

## PERPLEXING PUZZLE

Whom Shall the Democratic Committee Endorse.

WERE UNABLE TO DECIDE

Extended Meeting Last Night. Claims of Applicants for Office of Quarantine Officer Considered. W. C. Kelley Elected to Fill Vacancy.

Probably the most puzzling question that has ever confronted the Democratic executive committee of this city is whom to endorse for the position of quarantine officer for the port. There are a number of applicants for the place—all good men professionally, and otherwise—and any of whom would without doubt do credit to the place, and to the Governor, but that is the very point. How is a body of men such as those composing the committee going to arrive at an endorsement, when all of the applicants have warm friends among the members, and all have claims for the position.

It must be understood that the endorsement of the committee is considered a very necessary formality in a case of this kind, for it is understood, at least by those who are judging the future by the past, that such an endorsement is ordinarily equivalent to an appointment.

The committee met last night in the office of the city treasurer, and was in session two hours and twenty minutes. There were present Messrs. Jones, Riley, Hickey, Watson, Smith, Bosker, and Reynolds. The first ward was also represented.

The first business of the committee was the consideration of the resignation of Mr. Robert Haley as a member of the committee. Mr. Haley having moved out of the fourth ward. The resignation was accepted, and Mr. W. C. Kelley was unanimously elected to fill the vacancy. This action receives the hearty endorsement of the ward, as well as the rest of the Democracy of the city. Mr. Kelly being extremely popular in political as well as other circles, and was looked upon as one of the best workers in the party here.

The remainder of the evening was, for the most part, taken up with the consideration of the claims of the various applicants for the office of quarantine officer. Drs. Riley, Jones, Gary and Hickey had their friends on the committee and a unanimous agreement was reached on any one name. It was decided to postpone further action until a future meeting of the committee which will be held at the call of the chairman some time within the next ten days. In the meantime, the applicants will not be idle. It may be stated that whatever name is finally decided upon, it will not be so much because that man is the unanimous endorsement, as because it is necessary that there be but one, and therefore all can not be endorsed. In order to do this, of course, concessions will have to be made, and in any event, there is no danger that the endorsement will be given by a unanimous vote.

### Police Court.

Justice Brown disposed of the following cases in the Police Court yesterday morning:  
Fritz Hiddle, using obscene language; fined \$20 and costs and bond of \$100 for three months required.  
F. Dennis, larceny; continued.  
George Bromett, larceny; continued.  
T. P. Chappell, disorderly; fined \$3 and costs.  
William Bell, obstructing sidewalk; dismissed at costs.  
C. C. Smith & Co., working on Sunday; dismissed.  
Newport Steam Laundry, working on Sunday; dismissed.  
Mike Foley, drunk; fined \$2 and costs.

### A Cherry Dish.

Canned cherries can be made the basis of a very pretty and palatable dessert. Make a quantity of lemon jelly out of gelatin, lemon juice, sugar and water. Use the recipe for plain jelly upon your gelatin box. Take the skins of half a dozen oranges, out of which you have carefully scooped the inside through as small a hole as possible, and pour in your jelly mixture. Set outside to cool. When partly "set" drop the preserved cherries in the jelly until the oranges are nearly full.  
When you bring on your oranges serve with after dinner spoons so that the cherries can be eaten through the hole in the oranges.

### Pan Dotty.

The highly respectable family of apple puddings is enriched by a dish called in the west "pan dotty." It is a very good apple pudding and deserves a prominent place in the family service. To make it you slice apples in the bottom of a pan as large as you think your family will require until the pan is covered. Next you make a cake dough after your favorite plain cake recipe; spread the dough over the sliced apples and bake in an even oven. Take out just in time for dessert and serve hot with hard sauce. Allow a large quantity for, if it is not against your family etiquette, the members will "pass up" their plates for more.

### Bits of Broderly.

The turned-down points of fine hem-stitched or hand-embroidered linen lawn that comprise the fashionable collars to wear with the silk waists are made by hand, and it is fashionable for women to make them for fancy work. It is the revival of an old fashion and many a grandmother's treasure chest has been ransacked in search of the old tambour work and the embroideries that have so long lain away. This line of white about the neck is almost always more becoming than the plain ribbon.—Albany Argus.

### Fotted.

Restaurant Guest—Everything you have brought me is stone cold.  
Police Walter—Here is the mustard and pepper, sir.—Illustrated American.

### The Effects of War.

Johnny (underneath)—I've got er-nuff! Let me up, will yer?  
Eddie (on top)—If yer'll gimme yer jackknife an' ten marbles for an instant, I'll declare peace.—Puck.

## OLD-TIME CHRISTMASES.

The Wonderful Changes That Have Been Wrought During the Last Half Century.

The Christmas of 1847 was a simple and tender affair, consisting mainly of Santa Claus and well-filled stockings. The presents were home-made, with a few added sweetmeats and toys. Think of the changes! An orange was a sight more rare than custard-apples are now. A banana I do not remember having seen before 1850. Farmers used old flintlocks to shoot the squirrels for a Christmas pie—or what we used to call the "Queen's arms." These were British muskets, captured during the revolution. The first breech-loader was patented in 1836; but they were not in common use. We went in thick stoga boots because rubbers were barely known; and I do not think a rubber boot was in existence. What we had were a sort of Indian moccasins imported from Brazil, capable of wearing for ten years. The first Good-year patent was taken out in 1835. About the same time the first machine was put in operation for making pins, while for pens we used goose-quills or even hen-quills. It was, however, a peculiarly inventive period. All the knick-knacks that are most familiar to us were then novelties and costly. A bunch of pins in a Christmas stocking was not despised. If a box of matches could have been had it would have been a welcome gift from Santa Claus.

The stockings were hung up by the huge old fireplace, where great logs burned and coals were covered up at night. In rural sections we had never seen a scuttle of coal, and had only heard of it as an effort to burn black stones. Whale-oil lamps marked the advanced line of progress in lighting streets and houses. There was no dream of canned fruits and cocoa and chocolate, although we had plenty of tea and coffee. It was impossible to give a sewing machine or a photograph. Daguerreotypes were not devised until 1839; and the first were taken in America at least a year later. I remember when Avery, who took the first sun picture west of Albany, carried it up and down the streets, flushed with his first success; and ran into house after house to exhibit it. It was a ghostly affair, to be squinted at and guessed out; but after all it was the beginning of a great art.

The presents were fuller of affection because homemade. The whole family had been at work for weeks planning and executing little gifts. The boys made boxes and toys and hand sleds. The women made stockings and mufflers and dainty caps, while the girls made slippers, and the fathers made shoes. A home was a word that meant great things in those days; for both the women and the men had trades, as well as a knack and a knowledge of land culture. It is interesting to note that some of our best observers and social students prophesy a large reaction from our present fast and uneasy age to the quiet and calm of those earlier days of the century. Of course we shall not give up our inventions; but with them we may lose our boyish excitement, and react to another period of reconsideration. This has been the history of the past. Eras of restless aggression have been followed by periods of reflection. We could do all that is necessary for a happy social state with less of wear, and less of nerve friction. Will electricity help us in this direction? We believe it will.

The most delightful part of these old-time holidays was the sports, pure and free from every guile. Our evenings were always at home; and in the one great family room, which was the dining-room and the kitchen in one, we gathered before the huge fire of logs and had that sort of unadulterated fun which can be had only where the whole family is united. We parched our home-grown corn, and made our candy of molasses, and played simple games, in which no one joined more heartily than the father and the mother. The evenings lasted from candle lighting until nine o'clock. No child was ever permitted to absent himself from the household after dark without the direction of his parents. But after nine o'clock no one ever thought of being absent. Then we were all in our beds. If we react to these or to simpler methods of living it will be by a resurrection of more home life. Let us see to it that the farm home is more of a home, and the farmhouse family more self-contained.—E. P. Powell, in N. Y. Independent.

### For the Pleasure of Others.

It is the desire and effort to contribute to the happiness of others that makes Christmas the most delightful of all our holidays. Children, at first, perhaps, think most of the gifts that they may receive, but every wise parent teaches the child to be a giver as well as a receiver, and to find the deeper joy of the Christmas time in doing something for the pleasure for some one else. The maxim: "It is more blessed to give than to receive," is one of those beautiful statements that it is easy to approve, but one never knows how true it is until he finds it verified in experience. Then a new fountain of joy opens in the heart and a new way of life is disclosed. We often make the mistake of thinking that "giving" consists in the bestowal of some material thing. But it really consists in devotion to another of what we have; it may be money or time or skill or thoughtfulness or patience. There is no one so poor that he cannot give something. That is the real joy of Christmas time. If we carried the Christmas spirit into all the days of the year we should make life infinitely sweeter and happier.—Boston Watchman.

### Christmas Catastrophes.

Why is it, when we're loaded  
Down with bundles small and great,  
The one we drop is always  
An expensive china plate?  
—Chicago Record

## THE FULL REPORT

Recommendations of the Winter Load-Line Committee.

THE EFFECT ON THIS PORT

Other Southern Ports Effected. Baltimore and Norfolk Will Lose If the Report Is Adopted. Features of the Situation Detailed.

Newport News will be deprived of benefits that she has heretofore enjoyed over the ports farther north—that of loading several feet deeper in winter owing to the more southern location of the port and its advantageous location with regard to the course of the winter storms.

The committee has made a revision of the old rules and under it all seaports north of Hatteras are placed on equal footing with regard to the depth of loading vessels for foreign shores. The London Board of Trade is authority for all matters pertaining to shipping and as many of the ships which take cargoes from this port fly the British flag it will be readily seen that its final decision in the matter will have the weight desired by the commercial bodies of New York, Boston and Philadelphia when they appealed to the London Board of Trade.

The completed report here presented for the benefit of its readers, many of whom are interested in the settlement of this question.

(1) To consider the operation of the North Atlantic winter freeboard as prescribed by the Load-Line Tables, and to report if any and if so, what modification is required in the Load-Line Tables in the application of such freeboard and to advise as to the area throughout which such freeboard should be in force.

(2) To examine the present mode of assigning freeboards to vessels of the "turret deck" type, and to advise if any modification be necessary.

(3) To advise as to the extension of the present Load-Line Tables for steam vessels not having spar or awning decks, so as to make them applicable to vessels of moulded depths up to 45 feet.

As regards the first question submitted to us we found no substantial difference of opinion among those whom we heard, and our own opinion is unanimous. We think that vessels, whether they trade to and from ports north of 37° 30' north lat. or to and from ports approached by the entrance to Chesapeake Bay, pursue practically the same course across those portions of the Atlantic where sea risk is the greatest, and practically encounter the same dangers. We are of the opinion, therefore, that the same regulations as to load-line should be applied to vessels on both these routes, and to draw a distinction between them operates prejudicially and unfairly against the ports with regard to which the severer rule is applied. We recommend that the same rule should be applied to all vessels trading to and from United States ports north of Cape Hatteras.

This raised the far more difficult question submitted to us by the second reference—namely, what should be the load-line which should be applicable to all these ports, or, in other words, should the load-line be extended to ports south of 37° 30' north lat., or should some line between these extremes be made universally applicable?

Although it might be expected that the experience of the period during which the matter approached by the entrance to Chesapeake Bay have enjoyed immunity from a special load-line in winter would, by a comparison between the losses and casualties suffered respectively by vessels trading to and from ports north of Chesapeake Bay with those trading to and from the ports of Chesapeake Bay, have afforded much guidance, we regret to say that available statistics appear to us not to be conclusive on the subject. We think, indeed, that, taken as a whole, they show that the trade across the North Atlantic has been conducted with an amount of freedom from loss which must be regarded as fairly satisfactory, and, in our opinion, there is nothing in these statistics to prove that the immunity as regards winter load-line enjoyed by vessels trading with the ports of the Chesapeake Bay has operated to produce a relatively greater number of losses and casualties in the case of those vessels. But we cannot conceal from ourselves that these statistics give information necessarily imperfect, and possibly to some extent misleading, because on the one hand it is not possible to ascertain with any exactness to what extent losses and casualties were due to overloading, or on the other hand to the extent to which they may not have been due to causes other than loss of life, and so not finding their way into the table of statistics, but nevertheless due to the effect of the sea on vessels overlaid. We have found ourselves bound, therefore, to supplement the inference to be drawn from these tables by the experience and opinion of those connected with the trade, whether as shipowners, insurers, or seamen. The result has been a greater number of informed opinions that the immunity from winter load-line existing in respect to ports within the entrance to Chesapeake Bay might safely be extended to all ports, or, in other words, that the special load-line for winter in the North Atlantic should be abolished. The conclusion, however, to which we have come, on full consideration of the matter, is that it will be safe and prudent to go so far, but so far only, as to recommend that the uniform rule of winter load-line be extended to all ports north of Cape Hatteras should be reduced and that from it vessels of the larger type should be exempted.

We were mainly led to this conclusion by finding a consensus of opinion that of late years the vessels navigating the Atlantic have been greatly enlarged and improved, and that with regard to these vessels a rule properly applicable to smaller vessels need not be insisted on. We also, with impressed with the desire to depart as little as possible from the principles approved by the highly competent committee who reported to the Board of Trade on the subject of load-line in 1835, have the satisfaction of believing, from the terms of their report, that that committee regarded the rules recommended by them as rules which should be modified according to the experience of future years.

We have carefully considered the precise description of vessels to which this exemption should be extended, and we have been greatly assisted in this task by the investigation conducted at our request by certain members of our body to whom from their special competence

we thought it right to entrust them with this duty and to whom our acknowledgements are due. The substance of their recommendations, which we adopt, is as follows:

First, the additional freeboard for the North Atlantic in winter for all the vessels comprised in tables A, B and C should be reduced to a uniform increase of 2 inches, for length, and should be dispensed with in all vessels above that length.

The table applicable to well-decked vessels in the memorandum of explanatory notes on the tables of freeboard should be modified as in the paper A herewith annexed. (Appendix A.)

With regard to sailing ships, the condition of which are different in so many respects from those of steamships, we advise that a uniform addition of 3 inches to the ordinary winter freeboard would satisfy the reasonable requirements for North Atlantic winter voyages.

We would further recommend that, in equalizing the treatment between the North Atlantic ports, the following footnote, paper B (Appendix B), be substituted for the present footnote to tables A, B and C, which we annex herewith, marked paper C (Appendix C).

We have further given effect to a desire which we unanimously entertain to provide for steam vessels being allowed sufficient fuel for consumption before entering the Atlantic in winter by suitably modifying the draught footnote above referred to (which is equally applicable to tables A, B and C).

We have considered also the special case of vessels of what is known as the "turret type." We think that these vessels, from their special construction, are entitled to a somewhat larger allowance than they have hitherto been receiving. In estimating the exact amount which we are prepared to recommend we have again to express our acknowledgment to those of our members to whose assistance we have referred.

The result to be found in the modification given in Appendix B. The modifications only four of the rules, the first extending the definition of a turret to a breadth not exceeding six-tenths the greatest breadth of the vessel, the next increasing the allowance of the volume of a turret from 40 to 60 per cent., the third providing for a poop as well as a forecastle, and the fourth, providing that if a vessel be constructed with a turret exceeding six-tenths the vessel's breadth, or if the freeboard calculated in accordance with these rules, should reach a point above the junction of the vertical side with the proposed assignment, should be submitted to the Board of Trade before freeboards are assigned.

We thought it right also to consider the case of vessels of a type known as the "trunk," on behalf of which claims to diminish freeboard have been advanced. But, as we consider at present, these vessels are already receiving very favorable treatment, we are unable to recommend in regard to them that any modification of the existing rules should be sanctioned.

Lastly, we have considered the extension of the Load-Line Tables to vessels of lengths beyond those specified. Here also we have received much assistance from the members of the committee specially conversant with the subject and in the result we recommend the regulations set out in Appendix C. It will suffice to state here that those regulations embody a small reduction of freeboard in vessels of a little below 40 feet in length and a fixed proportion of reserved buoyancy for all ships of a greater length than 45 feet.

In extending table A we were led to examine the text of the present Load-Line Tables for the purpose of introducing—

(Continued on Sixth Page.)

## Our Display Of Holiday Goods Will Fascinate You.

We never before showed so many pretty things at such small prices. We need not remind you that useful articles are most appreciated. Fancy Parlor Tables, Pretty Rockers, Lamps, Pictures, China Sets, China Closets, Chiffoniers, Couches, Mirrors, Desks, Sideboards, Suits of Furniture, Parlor Suits. Our terms are most liberal. We can accommodate you. Our prices are lower than any competition can reach. We only handle goods of undoubted quality.

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They are each and every one appropriate and useful Holiday Gifts

MEN'S SUITS.	BOYS' SUITS.	MEN'S OVERCOATS.	BOYS' OVERCOATS
HANDKERCHIEFS.	NECKWEAR.	MEN'S HOUSE COATS,	SHOES.
GLOVES.	CUFF BUTTONS	SLIPPERS.	SHIRTS
HATS,	UMBRELLAS,	SUSPENDERS.	SOCKS.
DRESS SUITCASES,	WALKING STICKS	SCARF PINS.	SMOKING JACKETS

And lots of other items which this space does not permit us to mention.

Prices are the lowest for quality shown. Call and see us. Make your selections now and we will put them away for you.



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**Good Blackberry, Catawba, Port Wine, 50c. gal. and up**

Per Gal EVIDENCE OF PURITY		Agents for the genuine James E. Peper whiskey, and "Old Valley," (extra special quality.)	
Angelica Wine.....	\$ 90	Old Valley.....	\$12 00 per case
Claret Wine.....	90	James E. Peper.....	\$ 1 25
Madeira Wine.....	90	Old Cabinet.....	1 00
Scuppernong Wine.....	90	Mellwood, (bottled in bond) 1 00	
Sherry Wine.....	90	Mt. Vernon, 5 years old.....	1 00
Old Apply Brandy 1 75 to 3 00		Mt. Vernon, (hot at distil)....	1 50
Old Peach Brandy.....	2 00	Scotch Whiskey.....	1 00
Old Ginger Brandy.....	1 50	Irish Whiskey.....	1 00
Blackberry " \$1 00 to \$1 25		J H McBrayer.....	1 00
New Eng. Rum.....	2 00 to 4 00	St Julian Claret, Cal. Vintage,	
Jamaica Rum.....	2 00 to 6 00	3 00 per case of 12 bottles.	
Holland Gin.....	1 50 to 6 00	Rhine Wine 5 00 per case of	
Rye Whiskey, 2 years old..	1 50	12 bottles.	
Rye Whiskey, 4 years old..	2 00		
Bourbon Whiskey 3 00 to 6 00			
Gibson whiskey, 5 years old 4 00			
Mt. Vernon " 5 years old 4 00			



### Miscellaneous.

Absinthe, Vermouth, Creme De Menthe, Kummel, Maraschino, Angostura Bitters, French Brandy, "Martel & Hennessy's" Bass Ale, Guinness Stout, Cherries, Old Tom Gin, Scheidam Schnapps, etc., etc.

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	Per 1,000.		Per 1,000.
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